

Traffic and transportation in and around Sherford

When any new development comes along one of the biggest fears is the impact of traffic on existing places. Any new development is bound to generate traffic just as the existing communities did to those that came before. But today we can deal with this far better.

Using base data agreed with the highways authorities and taking into account the fact that schools, shops, employment, community, medical facilities will be conveniently available within Sherford, many people will not travel from the site; traffic impact from Sherford will be considerably less than the sprawling housing developments you are used to seeing.

2001 Census information overlaid with local traffic counts show that many trips that might be by car will be within the site. Most external journeys will be into Plymouth and the city centre, into Langage and onto the A38 east and west.

Relatively small amounts of traffic will use local roads. The diagrams below show how much traffic could travel to and from Plympton St Maurice, Elburton and Brixton in the morning peak hour. The difference between the position today and post 2016 is very modest.

Our Transport Assessment concentrates on the morning peak as this is normally the busiest time of day. Even the levels of traffic shown here can be minimised by trips transferring to high quality public transport at the new park and ride.

Localised traffic management will mean that journeys into surrounding communities can be controlled. South Hams and Plymouth City plans for Sherford demand that routes into Elburton, Plympton St Maurice, Chaddlewood and Brixton are not compromised. These are preconditions the development will have to satisfy.

Plympton St Maurice and Chaddlewood

The predicted traffic movements into and out of Plympton St Maurice and Chaddlewood are minimal. We therefore do not anticipate the requirement for any traffic management on Plympton Hill.

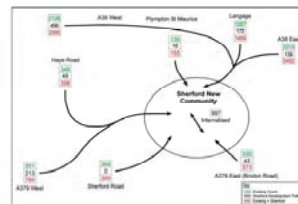
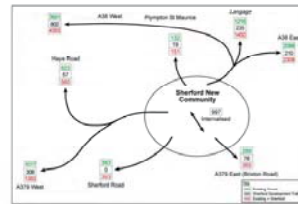
Elburton

It is possible to close Vinery Lane to through traffic, although we see advantages to local residents of keeping it open south of the new road.

The streets linking to Sherford Road will control cars in a way that makes this route unattractive to through traffic. We do not anticipate any increase in existing traffic levels. If the road is used as a bus route, phased signals will be put in place to give the bus priority and this will further discourage through traffic while maintaining permeability for residents.

Brixton

On A379 at the bottom of Red Lion Hill we can introduce a mini roundabout to manage traffic. This will also reduce the speed of traffic entering the village from the east. We do not anticipate improving this road access because that will encourage traffic into Brixton.



Sherford: transport studies



Sherford: proposed bus stops



Stanborough crossing from left



Haye Road



Elburton Roundabout



Different aspirations of street use
Source: 'Traffic calming guidelines', Devon County Council, 1991



Sherford Road



Plympton Hill



Dep Lane from South West



Red Lion Hill, Brixton

Beyond Sherford

For those who wish to travel beyond and through Sherford a high quality bus facility will be provided linking a new park and ride interchange at Deep Lane Junction. Plymouth City Council is a partner in this arrangement and increased bus use corresponds with increased restrictions on workplace and city centre parking. The bus service can either be routed along the new road through Haye Road or down Sherford Road. A mix of both routes is likely.

Sherford will result in traffic increases on A379 down to Laira Bridge. However the increase into the city in the morning peak will be about 30%. The A379 has the capacity to accept this additional traffic as well as a new high quality bus service.

The proposals for traffic movement and management will be controlled through conditions attached to the planning permission. Monitoring and review mechanisms will be put in place in order that what is now planned can be adjusted if the need arises.

Encouraging Non-Car Alternatives

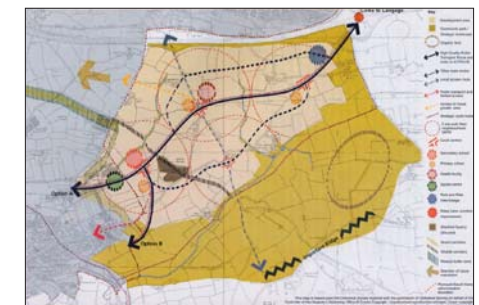
Reducing car journeys has many advantages. Local streets and neighbourhoods will benefit and carbon emissions will be minimised.

Traffic speeds through Sherford will be controlled - our aim is that traffic will pass through Sherford at 20 mph or less, with speeds outside the schools being managed to even lower levels.

Some local congestion will reduce car journeys - if drivers sit in queues at traffic lights while the bus sails through, this will encourage increased bus use.

All the major community uses are along the bus route - health centre, schools and local centres, maximising accessibility.

A development which makes access on foot and bike to convenient facilities the major influence will result in fewer car journeys. Pedestrians, cyclists and buses will have priority at Sherford not the motor car. Too often in the past new development has put the car first. That is not our intent.



South Hams Area Action Plan showing future cycleways

SHERFORD



PUBLIC EXHIBITION